later, unless already accomplished, incorporate Modification 6/1769 in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland SB No. 6/399, Revision E, dated May 25, 1984.

(c) Incorporating Modification 6/1769 as specified in paragraphs (a)(1)(ii) and (b) of this AD is considered terminating action for the inspection requirements of this AD.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, New York Aircraft Certification Office (ACO), FAA, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(f) The inspections and modification required by this AD shall be done in accordance with de Havilland Service Bulletin No. 6/399, Revision E, dated May 25, 1984. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from de Havilland, Inc., 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5 Canada. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street NW., 7th Floor, suite 700, Washington, DC.

(g) This amendment (39–9357) supersedes AD 81–10–11, Amendment 39–4112.

(h) This amendment (39–9357) becomes effective on October 26, 1995.

Issued in Kansas City, Missouri, on August 28, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–21960 Filed 9–13–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–CE–58–AD; Amendment 39–9369; AD 95–19–07]

Airworthiness Directives; Fairchild Aircraft SA226 and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Fairchild Aircraft SA226 and SA227 series airplanes equipped with certain main landing gear (MLG) and nose landing gear (NLG). This action requires repetitively inspecting, using ultrasonic methods, the left-hand and right-hand MLG yokes and the NLG yokes for stress corrosion cracking, and, if any cracked yokes are found that exceed certain limits, either replacing the cracked yoke, the yoke/cylinder combination, or the affected MLG or NLG assembly. Several reports of landing gear failures on the affected airplanes that have the affected MLG or NLG yokes installed prompted this action. The actions specified by this AD are intended to prevent MLG or NLG failure caused by stress corrosion cracks in the yokes, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

DATES: Effective September 28, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 28, 1995.

Comments for inclusion in the Rules Docket must be received on or before November 4, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–58–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490; telephone (210) 824–9421. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95–CE–58–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone (817) 222–5133; facsimile (817) 222–5960.

SUPPLEMENTARY INFORMATION: The FAA has received several reports of main landing gear (MLG) and nose landing gear (NLG) failure on Fairchild Aircraft SA226 and SA227 series airplanes. The airplanes in these incidents are equipped with part number (P/N) OAS5453 MLG and P/N OAS5451 NLG.

Metallurgical analysis of the yokes of the right-hand and left-hand MLG and NLG gear on several of these airplanes revealed that the failure was initiated by stress corrosion cracking of the yokes, which started as corrosion fatigue. This condition, if not detected and corrected, could result in loss of control of the airplane during landing operations.

Fairchild Aircraft has issued Service Bulletin (SB) 226–32–065, SB 227–32–039, and SB CC7–32–007, all Issued: August 16, 1995, which specify procedures for ultrasonically inspecting the left-hand and right-hand MLG yoke, P/N 5453005–1, 5453005–3, or 5453005–5, and the NLG yoke, P/N 5451005–1, on Fairchild Aircraft SA226 and SA227 series airplanes.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent MLG or NLG failure caused by stress corrosion cracks of the yokes, which, if not detected and corrected, could result in loss of control of the airplane during landing operations.

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA226 and SA227 series airplanes of the same type design, this AD requires repetitively inspecting, using ultrasonic methods, the left-hand and right-hand MLG yokes and the NLG yokes for stress corrosion cracking, and, if any cracked yokes are found that exceed certain limits, either replacing the cracked yoke, the yoke/cylinder combination, or the affected MLG or NLG assembly. Accomplishment of the ultrasonic inspections shall be in accordance with either Fairchild Aircraft SB 226–32–065, SB 227–32–039, and SB CC7–32–007, all Issued: August 16, 1995, as applicable. The replacement, if necessary, shall be accomplished in accordance with the applicable maintenance manual.

Since a situation exists (possible loss of control of the airplane during landing operations) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the

Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this request must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 95–CE–58–AD.'' The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation and that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

95–19–07 Fairchild Aircraft: Amendment 39–9369; Docket No. 95–CE–58–AD.

Applicability: Models SA226–T, SA226–AT, SA226–TC, SA226–T(B), SA227–AC, SA227–AT, SA227–BC, SA227–TT, SA227–CC, and SA227–DC airplanes (all serial numbers), certificated in any category, that are equipped with one or more of the following:

1. Main landing gear part number (P/N) OAS5453–*(dash numbers 1 through 19) with either a P/N 5453005–1, 5453005–3, or 5453005–5 yoke installed; or

2. Nose landing gear P/N OAS5451–*(dash numbers 1 through 17) with a P/N 5451005–1 yoke installed.

Note 1: This AD applies to each airplane identified in the preceding applicability revision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required initially as follows and thereafter as indicated in the body of this AD:

1. Within the next 75 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished; and

2. Upon the installation of one of the affected main landing gear or nose landing gear assemblies or yokes.

To prevent main landing gear or nose landing gear failure caused by stress corrosion cracks of the yoke, which, if not detected and corrected, could result in loss of control of the airplane during landing operations, accomplish the following:

Note 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.
Level 2: (1), (2), (3), etc.
Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Inspect, using ultrasonic methods, the left-hand and right-hand main landing gear and the nose landing gear yoke for stress corrosion cracking in accordance with one of the following, as applicable:

(1) The ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Service Bulletin (SB) 226–32–065, Issued: August 16, 1995.

(2) The ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB 227–32–039, Issued: August 16, 1995.

(3) The ACCOMPLISHMENT INSTRUCTIONS section of Fairchild SB CC7–32–007, Issued: August 16, 1995.

(b) Reinspect or replace the right-hand or left-hand main landing gear or nose landing gear yoke as follows based on the results of any required inspection:

(1) If no cracks are found or a crack is found that is less than .25 inch, accomplish the following:

(i) Prior to further flight after the inspection required by paragraph (a) of this AD, clean the main landing gears and nose landing gear yoke and piston in accordance with Figure 2 of the service bulletins referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD;

(ii) Prior to further flight after the inspection required by paragraph (a) of this AD, apply a small bead of Products Research and Chemical Corporation PR–1422 or PR–1435 sealant to the main landing gears and nose landing gear yoke as shown in Figure 2 of the service bulletins referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD, and as described in the SA226/227 Series Service Repair Manual, Chapter 51–30–03, Standard Practices—Sealing; and

(iii) Reinspect at intervals not to exceed 2,000 hours TIS provided no cracks are found that are .25 inch or more in length.

(2) If a crack is found with a length of .25 inch or more but not more than .50 inch, reinspect at intervals not to exceed 1,000 hours TIS provided the crack is no longer than .50 inch.

(3) If a crack is found with a length more than .50 inch but not more than .75 inch, reinspect at intervals not to exceed 500 hours TIS provided the crack is no longer than .75 inch.

(4) If a crack is found with a length more than .75 inch but not more than 1 inch, reinspect at intervals not to exceed 200 hours TIS provided the crack is no longer than 1 inch.

(5) If a crack is found with a length more than 1 inch but not more than 1.5 inches, accomplish the following:

(i) Within 100 hours TIS after the inspection required by paragraph (a) of this AD, replace the cracked part with a new part in accordance with the applicable maintenance manual. This may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination;

(ii) Prior to further flight after replacing the cracked part, clean the main landing gears and nose landing gear yoke and piston in accordance with figure 2 of the service bulletins referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD;

(iii) Prior to further flight after replacing the cracked part, apply a small bead of Products Research and Chemical Corporation PR–1422 or PR–1435 sealant to the main landing gears and nose landing gear yoke as shown in Figure 2 of the service bulletins referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD, and as described in the SA226/227 Series Service Repair Manual, Chapter 51–30–03, Standard Practices—Sealing; and

(iv) Repeat the inspections specified in paragraphs (a) and (b) of this AD and replace the part as required.

(6) If a crack is found with a length more than 1.5 inches, accomplish the following:

(i) Prior to further flight after the inspection required by paragraph (a) of this AD, replace the cracked part with a new part in accordance with the applicable maintenance manual. This may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination;

(ii) Prior to further flight after replacing the cracked part, clean the main landing gears and nose landing gear yoke and piston in accordance with figure 2 of the service bulletins referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD;

(iii) Prior to further flight after replacing the cracked part, apply a small bead of Products Research and Chemical Corporation PR–1422 or PR–1435 sealant to the main landing gears and nose landing gear yoke as shown in Figure 2 of the service bulletins referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD, and as described in the SA226/227 Series Service Repair Manual, Chapter 51–30–03, Standard Practices—Sealing; and

(iv) Repeat the inspections specified in paragraphs (a) and (b) of this AD and replace the part as required.

(7) If multiple cracks are found, add the total length of the cracks and use the criteria presented in paragraphs (b)(1) through (b)(6) of this AD, including all subparagraph designations, to establish repetitive inspection intervals or replacement times.

(c) The MLG and NLG yokes affected by this AD are manufactured by Ozone Industries, Inc. Replacing these yokes with approved parts manufactured by Fairchild Aircraft eliminates the repetitive inspection requirements of this AD.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(f) The inspections required by this AD shall be done in accordance with Fairchild Aircraft Service Bulletin 226–32–065, Issued: August 16, 1995, Fairchild Aircraft Service Bulletin 227–32–039, Issued: August 16, 1995, or Fairchild Aircraft Service Bulletin CC7–32–007, Issued: August 16, 1995, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279–0490. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street NW., 7th Floor, suite 700, Washington, DC.

(g) This amendment (39–9369) becomes effective on September 28, 1995.

Issued in Kansas City, Missouri, on September 6, 1995.

Gerald W. Pierce,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–22646 Filed 9–13–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–NM–149–AD; Amendment 39–9372; AD 95–19–10]

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all Boeing Model 767 series airplanes. This action requires operators to perform visual inspections of the outer cylinder aft trunnion on the main landing gear to determine if the fillet seal is cracked or missing. This action also requires operators to inspect for evidence of corrosion in this location. Finally, this action prescribes the procedures that operators must follow if corrosion is found. This amendment is prompted by several reports of fractures of the outer cylinder aft trunnion due to stress corrosion cracking. The actions specified in this AD are intended to ensure that corrosion is not present in this location, thereby preventing future failures due to stress corrosion cracking.

DATES: Effective September 29, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 29, 1995.

Comments for inclusion in the Rules Docket must be received on or before November 13, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–149–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: James G. Rehrl, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227–2783; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA has received reports of fractures of the outer cylinder of the aft trunnion of the main landing gear (MLG) on three Boeing Model 767 series airplanes. One of the three airplanes was six years old and had accumulated 28,887 total flight hours; another was six years old and had accumulated 25,841 total flight hours; and the third was eight years old and had accumulated 27,177 total flight hours. All of these airplanes were equipped with the original MLG, none of which had been overhauled at the time of the failure. Investigation revealed that in each case, moisture had entered the area between the outer cylinder of the MLG and a mating bushing. The effects of such moisture subsequently caused stress corrosion cracking. This condition, if not detected and corrected in a timely manner, could cause more fractures of the outer cylinder of the aft trunnion, which could result in the loss of the MLG.

The FAA has reviewed and approved Boeing Service Letter 767–SL–32–067, dated August 4, 1995, which describes the following procedures:

1. Performing repetitive visual inspections to determine if the fillet seal of the outer cylinder aft trunnion is cracked or missing;

2. Removing the fillet seal, solvent-cleaning the adjacent area, applying corrosion inhibiting compound (CIC),